

THE NATIONAL

Falcon NEWS

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

MAY 2022



ON THE COVER

A Regional hosted by the Southern Coast Chapter was held in Biloxi, Mississippi in April. The shot of the yellow 1964 two-door Falcon on the cover was taken as attendees departed the beautiful locale of the Regional—Beauvoir, the Jefferson Davis Home and Presidential Library. The museum and library is owned and operated by the Mississippi division of the Sons of Confederate Veterans. Tours were available with a discount to attendees.

A slightly overcast, cool morning gave way to a bright sunny day as the day progressed. Read all about the Regional and enjoy a few photos of the Falcons and attendees on page 8.

EDITOR NOTE: Please send us your photos and stories so **your** Falcon can be featured in our magazine.

To access the online magazine, technical articles, and membership directory, use password FCA1979!

IMPORTANT MEMBERSHIP INFORMATION

Now that the magazine will be delivered digitally and in print, it is essential that we have current email and mailing information for you. The link on the website at falconclub.com is password protected and gives you access to the online magazine. Be sure to use ALL EIGHT CHARACTERS of the password. For inquiries or updates regarding your FCA membership—your address, email, phone number, etc.—contact Denise at membership@falconclub.com. To place a classified ad, email Janet at editor@falconclub.com. To submit FCA Regional event information, send information to editor@falconclub.com and admin@falconclub.com.

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.

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COMING JULY 2022
NEXT QUARTERLY PRINT EDITION



Jim Guthrie
FCA President

The Board of Directors has previewed the new website and I can report that we are just a few weeks away from going online. Actual testing is in the works and I think you will find it a great aide in getting and giving information. I have received several inquiries about how one can interact with the new site and that information will be part of the rollout. We are currently planning to rollout well before the National Meet in July.

Speaking of the National Meet, it is not too late to make your reservations. Two additional hotels are available, so get your reservations in as soon as possible.

I want to thank the Gulf States Chapter for a terrific time during their Regional in Biloxi, Mississippi, April 1 and 2. For the most part the weather was good and the turnout was great with more than 65 cars to enjoy. The facilities were great and the food was fabulous. It is always a great treat to be with our Falcon Family.

I hope to have information regarding the 2023 National Meet in my next message.

By now you should have received your 2022 Membership Roster. If you have any comments or questions, be sure to share them with Janet Wilkerson and me. If you have changes to your directory information, send that information to membership@falconclub.com. We will be considering how frequently to publish the roster. Of course, the membership lists are updated monthly on our website.

Until we are together in July, stay healthy and safe, and take a youngster to a car show.

Jim Guthrie (FCA #12897)
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816-288-7469

A RARE '63

JOHN AND SHARON COUCH'S
1963 TWO-DOOR STATION WAGON



This 1963 two-door station wagon was one of the highlights of the Regional in Biloxi, Mississippi. John and Sharon Couch of Grant-Valkaria, Florida (FCA #16201) made the trek across the coast to Biloxi. The wagon is a Standard model with base trim and few frills. An AM radio, seat belts and automatic transmissions were the options selected.

John and Sharon purchased the 1963 wagon in 2011, while they were living in Colorado. They had been looking for a two-door wagon for about two years and found it for sale in New Jersey. They bought it and had it shipped to Colorado. The car was built in Metuchen, New Jersey. The original color was Raven Black, but had been repainted a color close to Prairie Bronze Metallic, a color from 1964 Falcon options. The contrasting white roof was also a change that had been made from the original black. John thought about returning it to its original color, but thought better when he thought about it—a black car with no air conditioning in Florida might not be the best idea. The original two-speed automatic had been replaced with a C4 by the previous owner. When the car first arrived, it left a big puddle of transmission fluid on the driveway, so John pulled the C4 and replaced the seals and pump. He also corrected some wiring issues. He found a source in Washington who could make new seat covers with the correct “Steerhead” material, which he installed himself.

1963 Falcon station wagons came equipped with a 144 ci in-line six-cylinder that produced 85 horsepower and was capable of 32.68 miles per gallon. 1963 was the first year Falcons came with hydraulic lifters. The four-wheel drum brakes are self-adjusting, another first for the Falcon.



Priced at \$2,298 the wagon was the perfect family vehicle, roomy and affordable. Backup lights could be added for \$10.70, a radio and antenna package for \$58.50, automatic transmission for \$163.10, and wheel covers for a mere \$16. John added the seat belts after he purchased the wagon. The rear end still has the the original 3.50 gears and accelerates well enough to keep up in traffic and cruise comfortably at 55 mph.

Since purchasing, they've put over 5000 miles on the wagon. In Colorado, they used an enclosed trailer to take the wagon to long-distance shows. "It's not a trailer queen, we still drive it, but for shows that are more than an hour or two drive, the car goes in the trailer."

The Falcon still has its original glass in place and it is still in nice condition. The aftermarket windshields available are all tinted, so John said instead he polished and repaired the scratches on the original glass to keep it authentic. John did make a significant mechanical modification converting the car from points to a Petronix ignition for added reliability. He replaced the coil and wires and hoses with original style pieces. the original carburetor, complete the the factory tag, is still in place. It still has a generator and 13-inch tires—one size wider than the original. The original spare tire still rides along in the back, and he has another spare at home.

John and Sharon enjoy taking the wagon to shows, and at many Ford shows its the only Falcon wagon present. It's a conversation starter, as many have never seen a six-door Falcon wagon before. The simplicity of the car makes it very appealing, but it is also very utilitarian. It's easy to service and he doesn't need a computer to work on it.

The license plate sums it up nicely; it truly is a "RARE '63."

Information for this article was gleaned from an article published in *Ford Classics* Summer 2018 issue.



STILL RACING THOSE FALCONS



On March 5–6, Greg DuVal of Orem, Utah (FCA #15238) was at a March Meet at Famoso Raceway in McFarland California where he noticed several Falcons racing. Here are a few photos he shared with us.





**SOUTHERN
COAST
REGIONAL
APRIL 1–2, 2022
BILOXI, MISSISSIPPI**

PHOTOGRAPHS BY:
LARRY BLUM
BILL AND JANET WILKERSON



The Gulf States Chapter hosted the South Central Regional April 1–2 in Biloxi, Mississippi. Beauvoir, Jefferson Davis's home, was a beautiful setting where trees surrounded us and the beauty of the Gulf showed off in the background.

There were about 50 cars registered representing some outstanding restorations.

Other members were in attendance without Falcons and many passersby stopped to take a look at all these beautiful birds.



The Poker Run was a fun event scheduled for Friday morning. Falconers had five destinations on their cards in an approximate 30-mile radius around Biloxi. At each stop, you received one playing card for your poker hand. Falcons darted from place to place throughout the morning, waiting in a few lines, and of course, being good tourists purchasing items at the stops. Traveling along the Gulf on a beautiful day made for an enjoyable morning cruise. Stops along the way included The Tatonut Shop, Martin Hardware, Biloxi Visitor Center, High Caliber Guns, and The Pecan House.

The final landing spot was lunch at a local seafood establishment, where the final cards were dealt and winners with the best poker hand emerged.



The TatoNut Shop was a popular beginning spot for many on the Poker Run. The Donuts did not disappoint! Falcon friends and participants of all ages had smiles for the camera.



There were unique designs, classics of every style—originals, drivers, and highly modified. There were also a couple of beautiful Econolines in attendance.

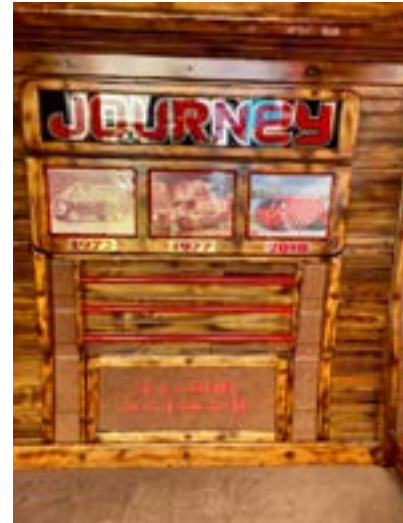
One member, Tia Blum (FCA #8659) of McDavid, Florida had been challenged to get a Falcon Club tattoo, and we have the evidence of the completion of that challenge.

Mike and Misti Sigler (FCA # 11458) of Gulfport, Mississippi did a great job coordinating the raffle prizes and 50/50 tickets. Kudos to them and the other volunteers from the Gulf States Chapter who spent time preparing, welcoming, and putting on a terrific show!









FALCON V-8

Following is Part 1 of a 1963 report from FORD on the development of the changes made to produce the V-8 FALCON and lots of info on the In-line Six and V-8 drivetrain.

The FORD engineers added structural improvements for the V-8 Falcon, not just the torque boxes that are found in the lower body behind the front tires. Many FCA members have put a V-8 in their 1960 to early 1963 Falcons. Per the FORD engineers, these early I6 FALCONS do not have the body structure designed to handle the torque and weight of a V-8. This unibody thing was a new development in 1960. Did they do any testing to justify the additional structure, we will never know. But, due to the over engineering of our 1960 to early 1963 era economy cars, the torque and weight of a stock V8 does not seem to affect them. If you are going to drag or rally race these early FALCONS, some extra structural improvements are required to keep the unibody in check. Of course, the 1960 to 1962 FALCONS were all sedan type models. The sedan has a much stronger unibody than the hardtop and convertible and is preferred by many drag racers. Many members have added sub-frame connectors between the front and back unibody to stiffen the stock structure for racing. I hope you enjoy reading this report and gain some knowledge on the chronological development of our little super cars. I can't think of any other car line that has the number of body types as the FORD FALCON. Maybe that's why we love them so much. There is a body style for every member of the family. A big thanks goes out to FCA member Chris Shead from Australia for sending this report to us.

Here is some information from Chris Shead on the requirements in Australia. "Over here, people hotting up their old six-cylinders must get an engineer's assessment, and big block motors must have chassis stiffening, or of course, some get an actual tubular or box section chassis."

Bruce Wolfe
FCA Head Technical Advisor

INTERNATIONAL ENGINEERING CONFERENCE
APRIL 22-MAY 3, 1963
DEARBORN, MICHIGAN

As you know, we have just recently completed the introduction of the Falcon V-8 and the Falcon V-8 Sprint models. The history of the Falcon, if you can call four model years history, is a most interesting subject to discuss. It is interesting because of the radical changes which have taken place in regard to the concept of the vehicle. This change in vehicle image or concept naturally generates a great deal of engineering activity and, as we shall see, results in many changes to the basic vehicle, some of which are not readily apparent to the casual observer.

The prime purpose of this paper is to outline for you the changes which were required for the basic Falcon vehicle to accommodate the V-8 engine. A by-product of this study is a hypothetical question; namely, would it have been economically possible back in 1959 and 1960 to make provisions in the basic design of the Falcon to minimize the changes required in 1963 for the V-8?

To refresh your memories, we would like, first, to review briefly the original Falcon objectives as you knew them in 1959, and then proceed thru the design of the basic components, outlining the design changes required for the V-8.

FIGURE 1

As you will recall, the original Falcon program was established to provide a two-door, six-passenger sedan. The powerplant was a six-cylinder, 144.3 C.I.D. engine coupled to a three speed Synchromesh transmission. The total weight objective was 2,350 pounds. This package was to provide a top speed of 82 M.P.H. with a cruising speed of 70 M.P.H. The average fuel economy objective was established at 23 M.P.G. As most of you know, the 1960 car met, within reasonable limits, all of its objectives, namely, piece cost, weight, fuel economy and performance. It met these tight objectives simply because it was designed to do so. Now, let's see what happens to this design when we change the objectives and put in a V-8 powerplant.



FIGURE 2

The basic engine planned for the Falcon was the 260 C.I.D. V-8 used in the Fairlane, Meteor and Ford. The first problem which we faced was one of simply not having enough engine compartment space. Although the 260 C. I. D. V-8 is .5 of an inch shorter than the 144 C.I.D. I-6, it is 7 inches wider and 2.1 inches higher. These increases in overall engine size necessitated some changes in the engine compartment sheet metal, which we will discuss later, and some changes to the basic 260 C.I.D. engine. The engine changes included a new left-hand exhaust manifold, one spark plug connector elbow, and a flatter hot/cold carburetor heat duct. The increased engine height also required redesigned steering linkage. When you compare the weight of 484 pounds for the V-8 to the 348 pounds for the I-6, it is obvious that structural and suspension changes are inevitable.

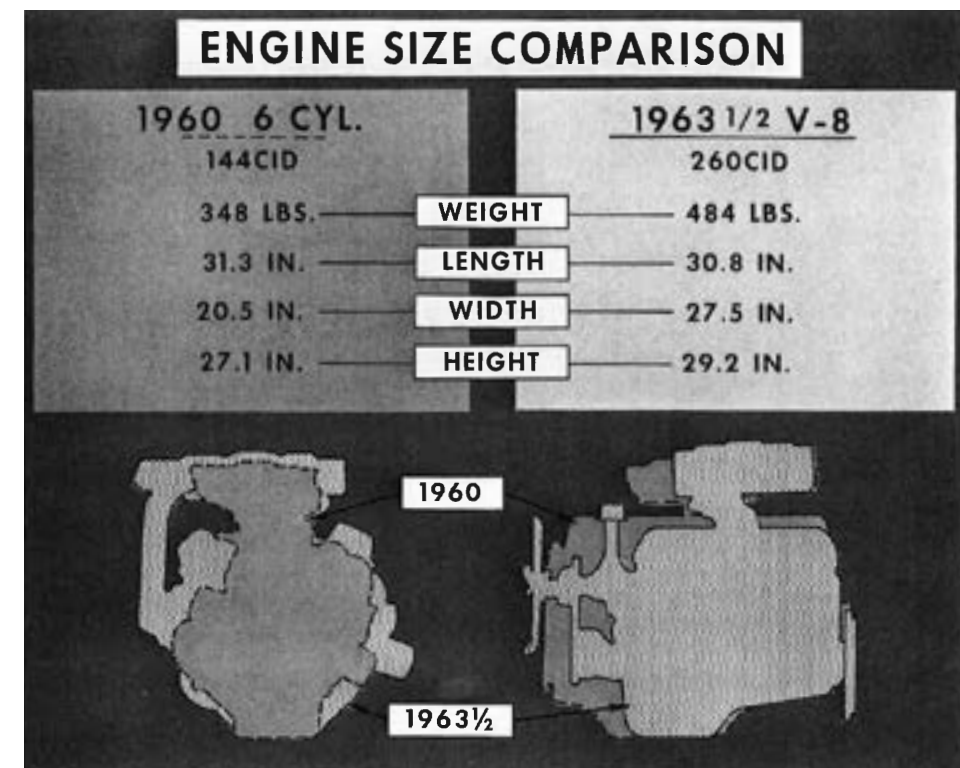


FIGURE 3

From a design standpoint, the increased power of the V-8, as compared to the I-6, is of greater significance than is the increase in size and weight. On an “as installed” basis, the V-8 engine provides a 94% increase in torque and a 97% increase in horsepower. Even when compared on a torque output to design weight ratio, you see that the V-8 presents a greater problem. The 1-6 has a ratio of .29 lb.-ft. torque per lb. of design weight, while the V-8 has .40 lb.-ft. of torque per lb. of design weight. The result of this is reflected at the flywheel where the 1-6 has available a maximum torque of 100 lb.-ft. at 2000 R.P.M. compared to the maximum torque of 194 lb.-ft. at 2000 R.P.M. for the V-8. The available horsepower is 60 for the I-6 and 118 for the V-8. The V-8 provides more than 150% increase in reserve horsepower at a cruising speed of 50 M. P.H. This additional power increases the possible maximum car speed from approximately 80 M.P.H. to 100 M.P.H. Naturally, this large increase in power and speed dictates the redesign or re-evaluation of all supporting components in the vehicle.

144 CID-260 CID ENGINE COMPARISON

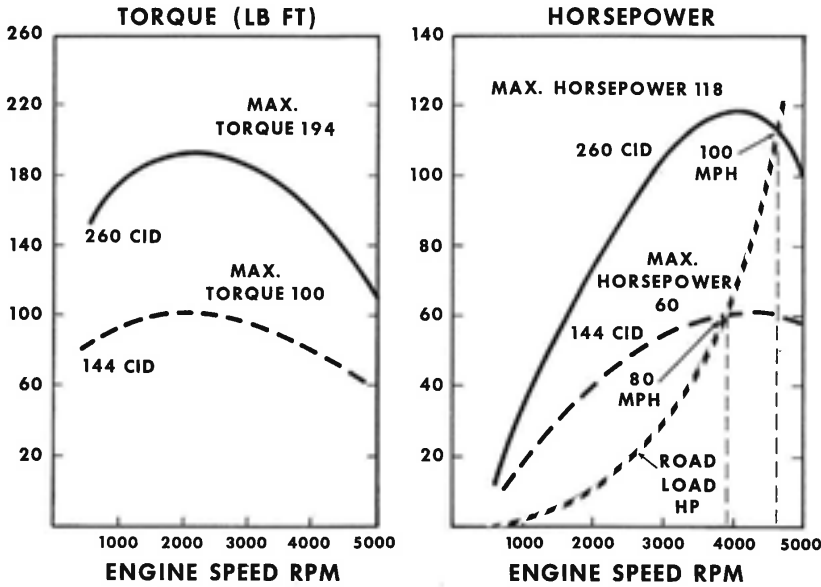


FIGURE 4

The 8.5-inch diameter Falcon clutch has a torque capacity of 150 lb.-ft., obviously too low to accommodate the 194 lb.-ft. produced by the V-8. The 10-inch Fairlane clutch, however, has a torque capacity of 250 lb.-ft. and, because it was already available, it was decided to adapt this clutch to the Falcon. The increased size of the clutch housing interfered with the underbody and required that the underbody be redesigned. Naturally, the same analysis of available torque and horsepower can be applied to the transmission. The three-speed manual transmission used in the six-cylinder Falcon has a torque capacity of 145 lb.-ft. When you recall that the V-8 provides a torque of 194 lb.-ft., you can understand why it was necessary to provide a new transmission for the V-8. The new transmission is an adaptation of the Fairlane transmission and has a torque capacity of 220 lb.-ft. A review of the basic design dimensions of the two transmissions indicates the degree of design differences between them.

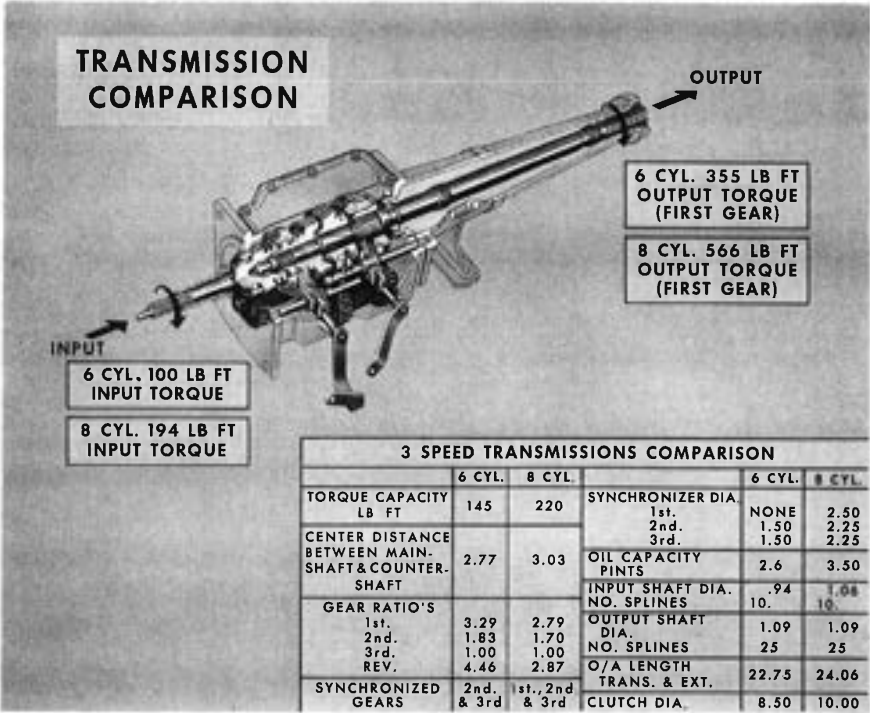


FIGURE 4 (Continued)

**COMPARISON BETWEEN 6- & 8-CYLINDER
3-SPEED TRANSMISSIONS**

		<u>6 - CYL.</u>	<u>8 - CYL.</u>
Torque capacity — lb. - ft.		145	220
Center distance between mainshaft and countershaft		2.77	3.03
Gear ratios	1st	3.29	2.79
	2nd	1.83	1.70
	3rd	1.00	1.00
	rev.	4.46	2.87
Synchronized gears		2nd & 3rd	1st, 2nd, & 3rd
Synchronizer dia.	1st	None	2.50
	2nd	1.50	2.25
	3rd	1.50	2.25
Oil capacity — pints		2.6	3.50
Input shaft dia.		.94	1.06
No. of splines		10	10
Output shaft dia.		1.09	1.09
No. splines		25	25
O/A length trans. and ext.		22.75	24.06
Clutch dia.		8.50	10.00

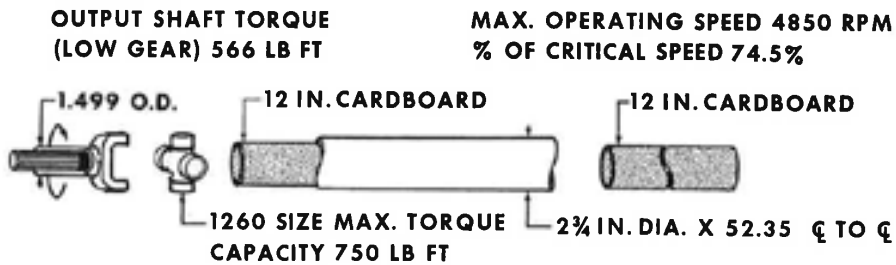
Next, it was necessary to review the remaining drivetrain components to ascertain their capabilities as related to the increased power and weight data.

FIGURE 5

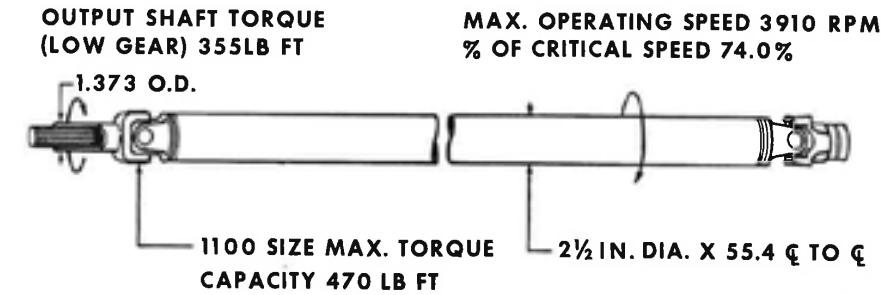
With better than a 60% increase in transmission shaft torque output, it was a foregone conclusion that the universal joints would have to be increased in size, which naturally increased the size and weight of the universal joint yoke and flange. The I-6 has an output shaft torque in low gear of 355 lb.-ft. and uses an 1100 size universal joint with a rated maximum capacity of 470 lb.-ft. while the V-8 installation has an output shaft torque in low gear of 566 lb.-ft. This torque requires universal joints of the 1260 size which have a maximum torque capacity of 750 lb.-ft. The higher vehicle speeds possible with the V-8 naturally led us to review the driveshaft capabilities. A brief analysis of the pertinent data is sufficient to illustrate why, although the V-8 shaft is shorter than the I-6, it was necessary to increase its size.

DRIVE SHAFT AND JOINTS

1963 FALCON 260 CID V-8



1960 FALCON 144 CID 6-CYL.



LENGTH C TO C	TUBE DIA.	WALL THICKNESS	MAX. SPEED	N/V	MAX. SHAFT RPM	THEO. CRITICAL	MAX. SPEED AS % OF THEO. CRITICAL SPEED
144-55.4"	2.5	.065	85	46.0	3910	5280	74.0%
260-52.35"	2.75	.065	105	46.2	4850	6522	74.5%

This results in a maximum speed which is 74.5% of the critical speed on the V-8 while we have been producing Falcons with the six-cylinder engine whose maximum speed is 74.0% of the critical speed. Tooling and production costs were minimized for the 1260 size universal joint V-8 shaft by utilizing production Fairlane slip yokes and shortened Ford tube assemblies. If a 2-1/2 diameter shaft had been incorporated, new weld yoke tooling would have been required. Driveline angles are comparable to those on the 144 C.I.D. installation. You will also notice that it was necessary to incorporate two twelve-inch cardboard liners, one at each end of the shaft, to eliminate driveshaft ring.

FIGURE 6

Past experience and tests indicate that the face loading on the axle ring gear should be kept below 5600 lbs/inch of force. In order to accomplish this, a modified Fairlane straddle-mounted axle was developed. This axle has a ring gear diameter of 7.75 inches which results in a maximum face loading of 4840 lbs/inch. This compares with the six-cylinder overhung axle which has a 6.75 inch diameter ring gear with a maximum face loading of 4170 lbs/inch.

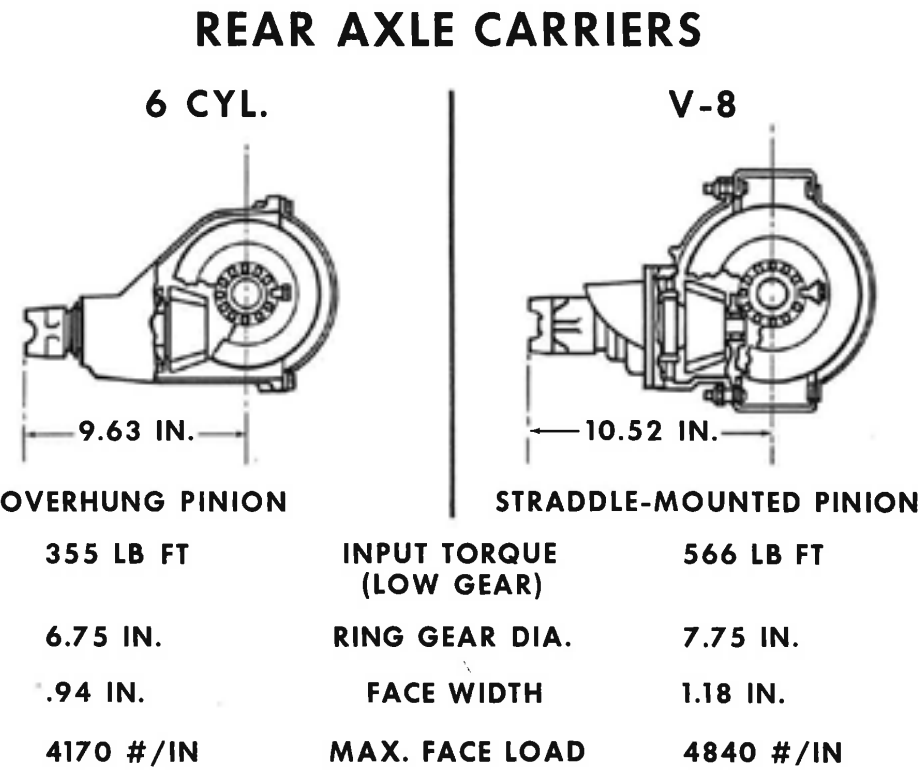


FIGURE 7

With the additional torque and vehicle weight, it was necessary to increase the axle shaft diameter from the .94 inch used on the six-cylinder to 1.04 inch for the eight-cylinder vehicle. Wheel bearings also had to be increased in size; the six-cylinder bearings are 1.18" I.D. x 2.44" O.D., with a design factor of 1.23. The bearings released for the eight-cylinder Falcon are 1.378" I.D. x 2.834" O.D. with a design factor of 1.41. All of the above actions are, of course, caused by the increase in available torque and, to some extent, by the additional weight which is accumulated as we move thru the design. In the final analysis, there is available at the wheels a torque of 548 lb.-ft. with the six-cylinder and 887 lb.-ft. with the eight-cylinder engine. The wheel slip torque for the six-cylinder is 806 lb.-ft. and for the eight-cylinder 917 lb.-ft.

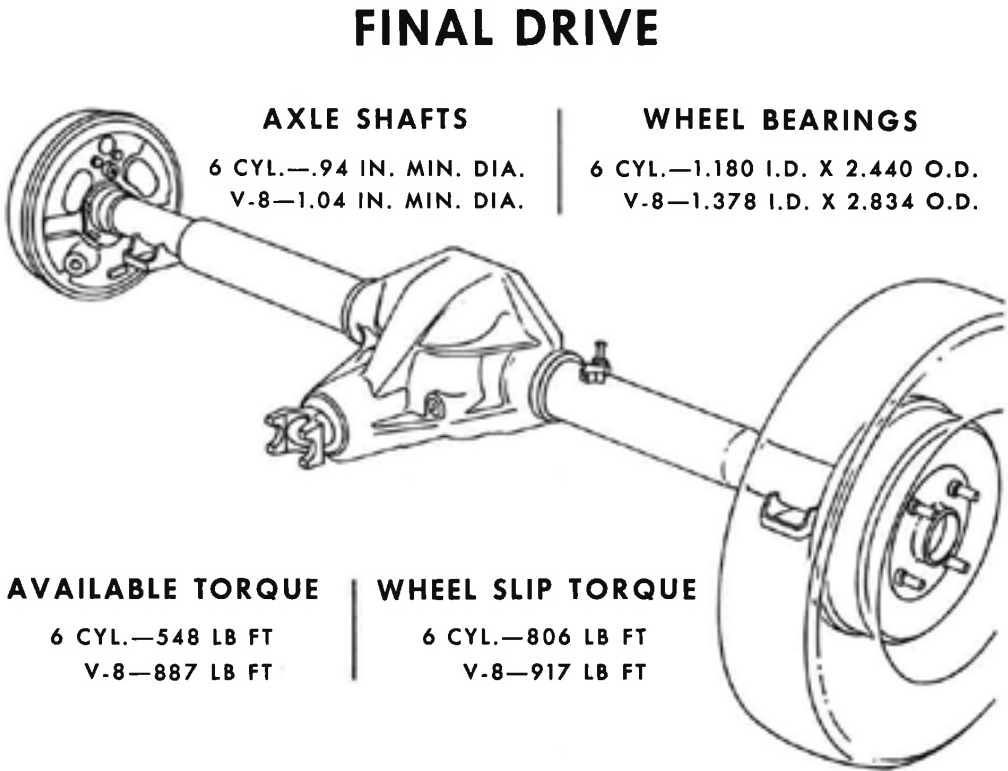


FIGURE 8

As the torque at the rear wheels is increased, the components reacting to this force, namely the rear springs and attachments, had to be analyzed. The six-cylinder rear springs had a loaded stress of 170,000 P.S.I. With the new loads, this level would have been increased to an unacceptable 204,000 P.S.I. Therefore, a new six-leaf rear spring was designed for all of the V-8 models which gives a stress load of 163,000 P.S.I. The rear spring front eye bushing and attachments were also redesigned. The new design incorporates a Harris-type bushing with an increased diameter attaching bolt and brackets. This resulted in an increase in projected bearing area of 22%.

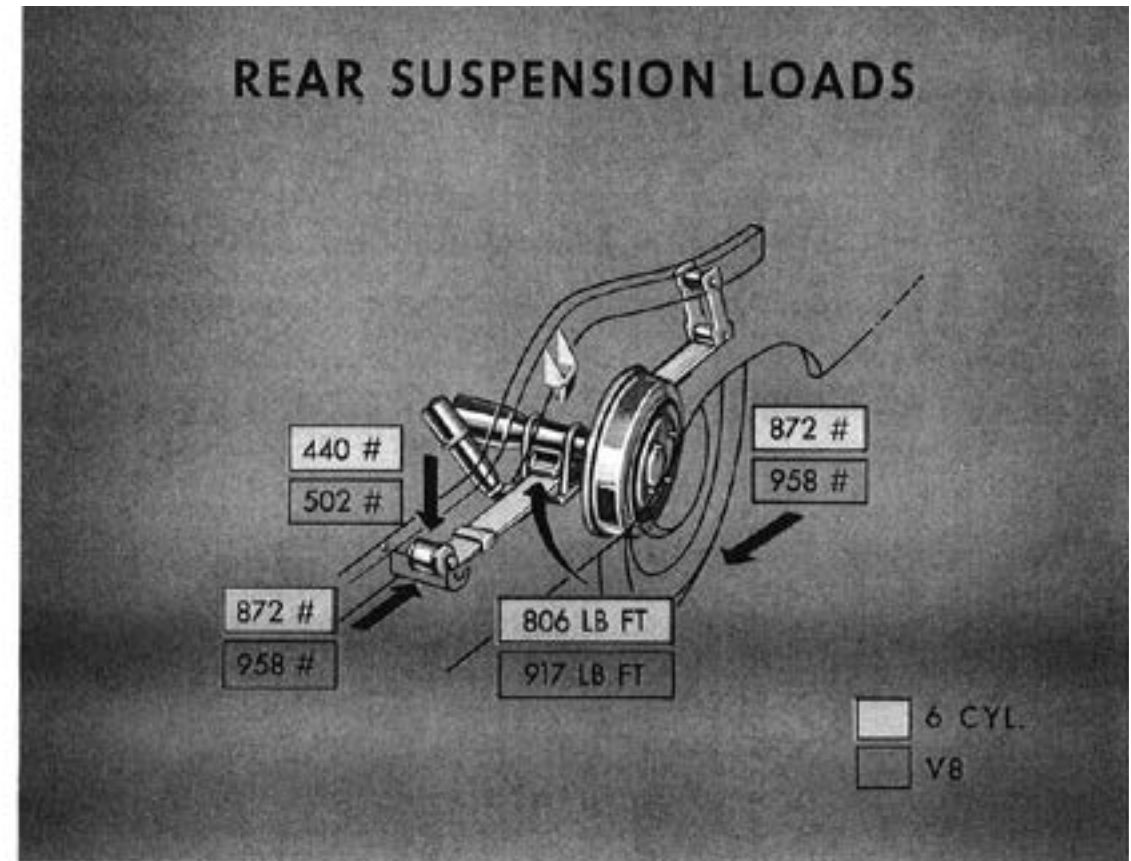


Figure 8

FIGURE 9

The six-cylinder Falcon brake system has proven itself to be adequate for the vehicle during the past 3-1/2 years. However, the added vehicle weight resulting from incorporating the V-8 engine and the increased engine performance necessitated larger brakes.

In order to determine the new brake size requirements, brake loading which may be defined as the rate of energy absorbed by each front and rear brake under specific braking conditions was used as the criteria for making the selection. The loading is based on the energy absorbed during a 22.5 ft./sec./sec. rate of deceleration stop from a vehicle speed of 70 M.P.H. and expressed as kinetic energy per square inch of effective lining area per second of stopping time.

Using the base Falcon sedan as an example, the six-cylinder model has the following loads:

Front brake	997 ft.-lbs./ sq. in./sec.
Rear brake	873 ft.-lbs./sq. in./sec.

and the eight-cylinder model:

Front brake 988 ft.-lbs./sq. in./sec.
Rear brake 868 ft.-lbs./sq. in./sec.

If no changes in brake size were made, the added vehicle weight would have resulted in the six-cylinder figures increasing to:

Front brake 1104 ft.-lbs./sq. in./sec.
Rear brake 970 ft.-lbs./sq. in./sec.

Changing the braking distribution to the eight-cylinder system ratio while retaining the six-cylinder system brake sizes unloads the front brake only slightly while overloading the rear brakes as shown:

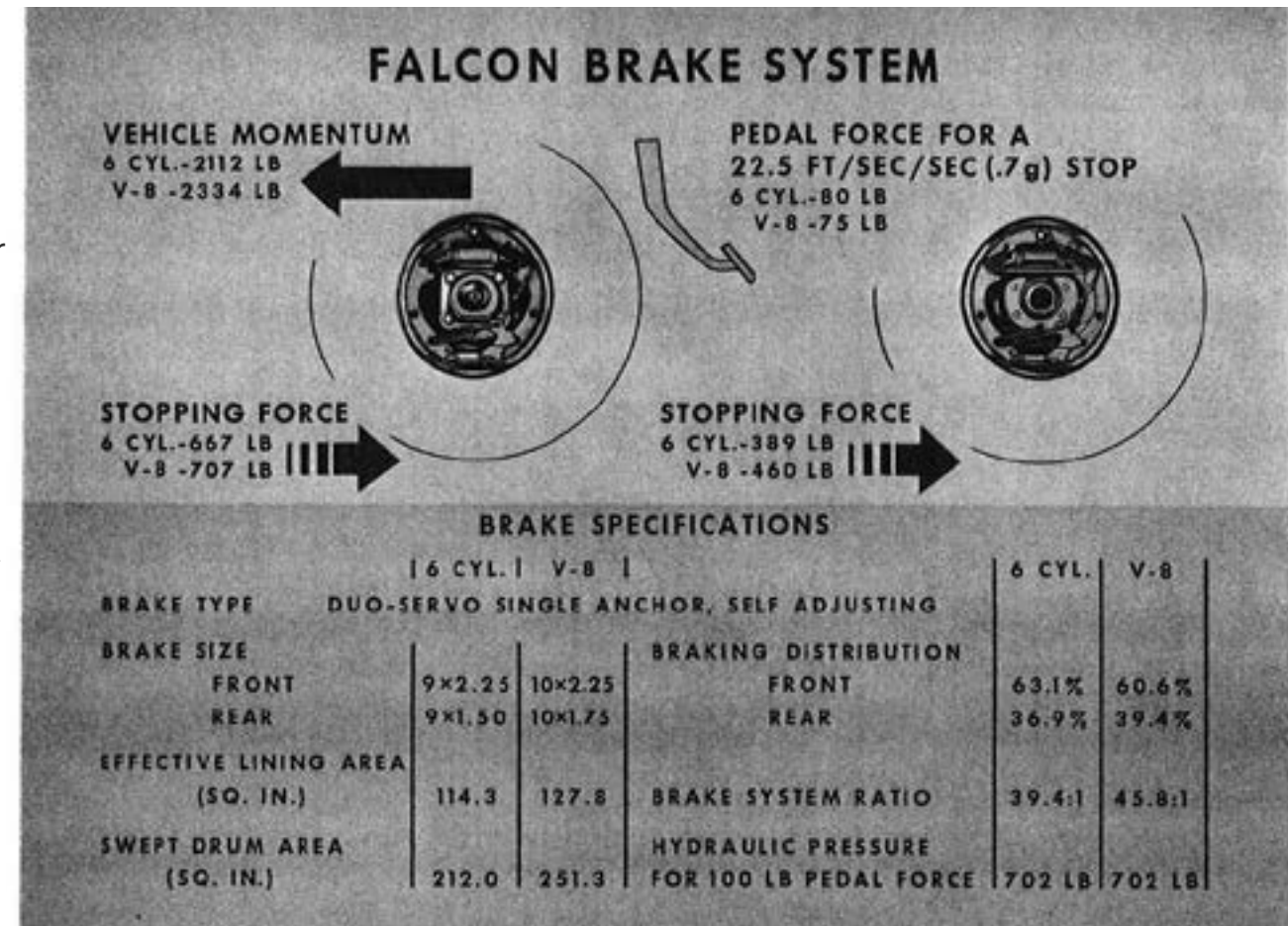
Front brake 1061 ft.-lbs./sq. in./sec.
Rear brake 1038 ft.-lbs./sq. in./sec.

Past experience with Duo-Servo brakes has established that if the rate of energy absorption is allowed to exceed 1100 ft.-lbs./sq. in./sec. for the front brake and 1000 ft.-lbs./sq. in./sec. for the rear brake on the heaviest model using the brake system, inadequate fade resistance, poor vehicle stability and low lining life can be anticipated. A spread of 100 ft.-lbs./sq. in./sec. is common for both the front and rear brake between the base vehicle and the heaviest vehicle.

Rear brake loading which approaches the front brake value has been found to be unacceptable from the lining life standpoint because of the cooling problems resulting from the restricted air flow under the rear half of the vehicle.

Once the lining area requirements for the eight-cylinder vehicle were established, it was found that the current Fairlane brake system met the requirements and would be more economical than tooling new, wider nine-inch brakes.

This technical article will continue in next month's online addition.



Dear Editor...

I just finished reading the latest edition NFN. I always look forward to reading it and this month I found was especially interesting. Example: '49 Ford. Every article had its own interesting merits.

Car stories is all interesting and doesn't always have to be about Falcons. Ford cars of the '50s and '60s were always related one way or another.

I read a lot of car books and magazines and I want to express you're producing a very educational and entertaining piece of work. Thank you and your team for all your efforts .

—Ted Drott (FCA #17233)

I LOVE the history on earlier Fords; anything you have to print is good with me.

I have been in contact with some members of the Lincoln Club and got a great book on the entire history of the Lincoln line. FCA members may be interested on Lincoln/ Zephyr history as it is the first uni-body car Ford built. They are quite rare today; the latest Hemmings magazine has only one for sale.

—Len Kellogg (FCA #3272)

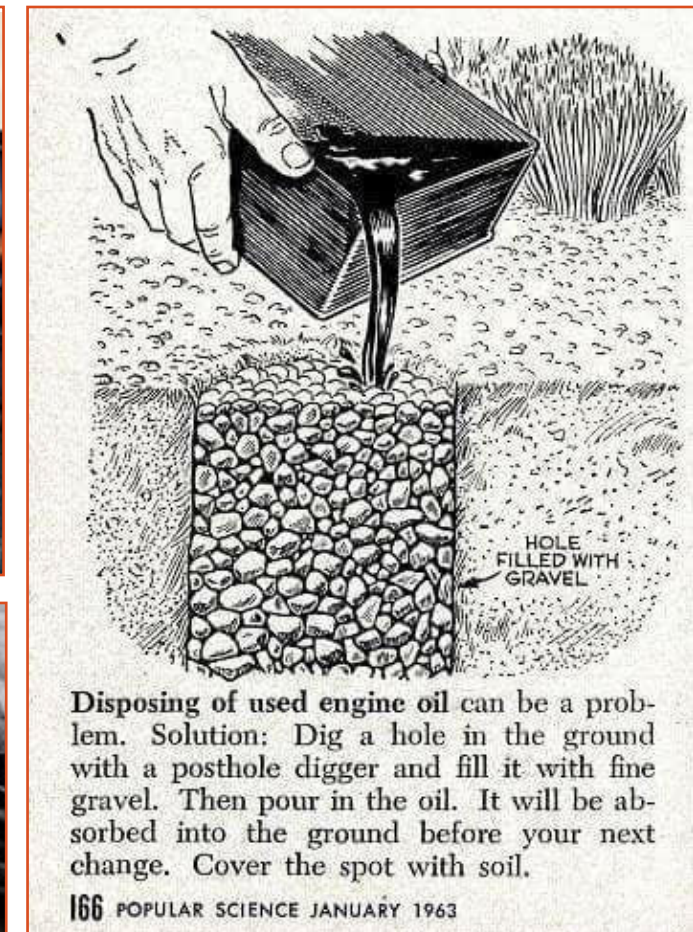
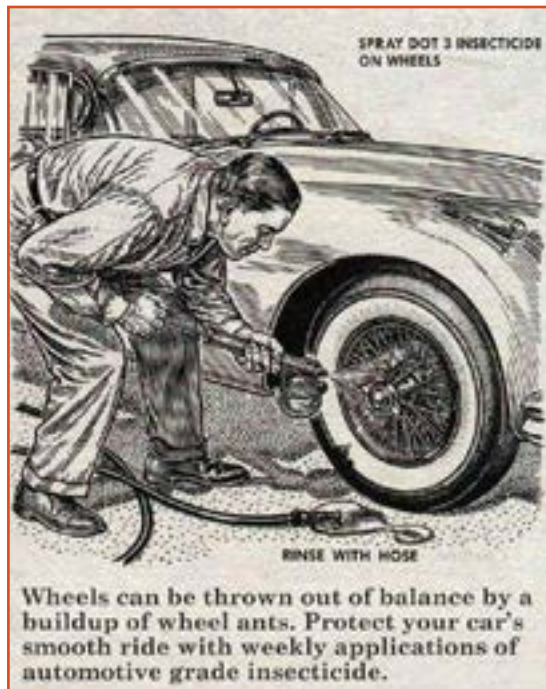
Great story about the introduction of the '49 Ford. The National Falcon News would be even better reading if other vintage vehicles were written about. Everything from the Model A to the first OHV 1954 Ford would provide endless stories about vintage and simply interesting vehicles. Here is a photo of me taken in May of 1967, West 9th Street, Spokane Washington. I was an E-2 (Airman Third Class) stationed at Fairchild AFB and I just bought my First Sergeant's 1949 Ford for \$200 cash. Your article sure brought back some good memories. Hope to see more!

—Robert Ryan (FCA #11184)



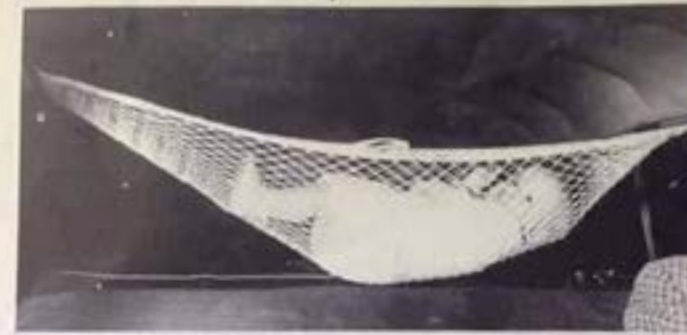
WHAT WERE THEY THINKING?

Eddie Chitwood brings us some great old-time photos and ads guaranteed to make you smile this month—or maybe cringe as you read them. Enjoy!





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City: _____ Zone: _____ State: _____

USE CAR'S EXHAUST TO CLEAN CUSHIONS



Using the exhaust gas of the automobile to clean the upholstery is the accomplishment of a recently invented device. An aluminum attachment is fastened to the exhaust pipe and the engine is allowed to idle. As the exhaust gas passes through this device suction is created at the inlet hole. Collected by a

nozzle, the dust and dirt are drawn through the hose and expelled into the air at the rear of the car. It is made in three models, for cars of different size.

With the car's engine idling, gas from the exhaust creates a vacuum that cleans the cushions

FUN, FRIENDS, FAMILY AND FALCONS



The Falcon Club of America
is pleased to announce:

The 2022 National Meet will be held at the
MeadowView Conference
Resort & Convention Center
1901 Meadowview Parkway
Kingsport, Tennessee

July 14-16, 2022

Hosted by the Falcon Club of America

The MeadowView Conference Resort Convention Center is a pet-friendly, scenic haven in Kingsport that is woven into the Tennessee Mountains. Enjoy a coveted location in Kingsport, a short drive from Bristol Motor Speedway, East Tennessee State University, and Domtar Park. We hope you can find your inspiration amid a stunning mountain location at this beautiful hotel in Kingsport, Tennessee.

The room rate is \$123 single or double, plus tax (currently 16.50% per room per night, but subject to change by applicable state and local taxes in effect at the time of the Meet).

The rate includes a complimentary full American breakfast for up to two guests per room. There is also complimentary wireless internet access in all guest rooms.

Reservations may be made by calling the Marriott at 800.228.9290 or at www.marriott.com, MeadowView Conference Resort & Convention Center.

When calling, mention "The Falcon Club 2022". Cut off date for these room rates is 5:00pm EST on Tuesday, June 21. All rooms must be reserved with a first night deposit or a major credit card.

Guest rooms may be cancelled with a full refund if cancelled before 11:59pm EST until 48 hours prior to arrival.

We look forward to seeing you there!



PROPOSED BY-LAWS CHANGES

During the past several months, a work group established by the Board of Directors and consisting of representatives from each region has been reviewing Section 5 of the By-Laws. The work group was given wide latitude in proposing changes, if needed, to improve the current classification system.

The work group has completed the first round of evaluations and has brought forward for membership consideration several changes. We are publishing these proposals this in the magazine for the membership to look over so we can vote on the amendments at the Nationals Meet in Tennessee. After quite a bit of discussion, these are the items that we are bringing for a vote in July.

- 1) Adding a Lite Modified Best of Show. (Concours)
- 2) Opening the Concours class to any past winner of Best of Show at a National Meet. In the past, with the criteria of the last 3 year's winners, not many cars have attended. Each car would then be awarded a one time only grill medallion of some sort, and the owner acknowledged at the banquet.
- 3) Start an award for a member who under 30 years old. Their car would still show in the class that it pertains to. It would be an additional voted on award similar to Ladies Choice.

These are just some of the issues that were discussed during our meetings. Hopefully we can address more in years to come. The main objective is to have fun at our shows, and if we can help make it better for all, we have succeeded. Any questions feel free to call or email me at 740-586-3426 or at dbarnhd@yahoo.com.

Thanks, Danny Barnhouse, Board of Directors

The following By-Law Changes are recommended:

Additions are Blue Deletions are Red

4.1 Vehicle judging is done by registered participants using a people's choice ballot.

4.5.1 Awards consist of:

Longest Distance Driven

Best Stock Falcon

Best Modified Falcon

Oldest Falcon

Ladies' Choice - Claude Daniels Chapter Participation

Best Lite Modified Falcon

Individual class winners – suggested but not required

4.5.1.1 **Concours Masters Category**

This category is for the "Purist." Falcons entered in this Category will have won the Best Stock Falcon award in any **of the three** previous FCA National **Conventions Meet**. The Falcons entered here will really open your eyes and make your mouth water. These cars are as correct as one can possibly make them, right down to the smallest detail. Nothing fancy but all exactly like the factory built it. Correct interior, correct paint color, correct engine transmission combination, everything the factory data plate indicates is correct. It may have just received a ground-up restoration, or it could be a low mileage original. In all cases, these Falcons are the "Best of the Best."

4.5.1.2 **Modified Masters Category**

This Category is for the "Mild to Wild." Falcons entered in this Category will have won the Best Modified Falcon award in any **of the three** previous FCA National **Conventions Meet**. These Falcons have been modified either **lightly** for safe driving, performance or convenience such as modern engines and drivetrains **while retaining the stock look; or and are** heavily modified such as wide slicks, custom bodies or blown engines. The sky is the limit. Quality workmanship and attention to detail make these Falcons the "Best of the Best".

4.5.1.3 Lite Modified Master Category

This category is for the mildly modified. Falcons in this Category will have won the Best of Show Lite Modified award in any previous FCA National Meet. These Falcons have been lightly modified and but retain the stock look, and could be returned to stock if so desired.

Keep in mind; although the Categories will remain constant, the guidelines are just that... guidelines! Except for the Concours, [Modified and Lite Modified Masters Categories](#), those that register at a National Convention are free to enter in the Category that they feel best fit their Falcon. Falcons entered in the Concours and Modified Masters Categories shall be restricted to the cars listed in Sections 5.6.3.6 and 5.6.3.7 [and 5.6.3.8](#).

4.5.2 Standard Car Classes for National [Conventions Meets](#)

These are **MINIMUMS**. The hosting chapter may at its discretion add classes if the situation in their area calls for it. This requires prior approval of the Board of Directors.

STANDARD CAR CLASSES FOR NATIONAL [CONVENTION MEET](#)

STOCK CATEGORY

Class	Body Style	Year	Class	Body Style	Year
A	Sedan	60–63	J	Convertible	64
B	Sedan	64–65	K	Convertible	65
C	Sedan	66–70½	L	Station Wagon	60–65
D	Sport Coupe	66–69	M	Station Wagon	66–70
E	Hardtop	63	N	Ranchero	60–63
F	Hardtop	64	P	Ranchero	64–66
G	Hardtop	65	Q	Sedan Delivery/Van	61–67
H	Convertible	63			

DAILY /STREET DRIVEN CATEGORY

R	Sedan	60–70½
S	Hardtop	63–65
T	Convertible	63–65
U	Utilities	60–67

DIAMOND IN THE ROUGH CATEGORY

V	Sedan	60–70½
W	Hardtop	63–65
X	Convertible	63–65
Y	Utilities	60–67

LITE MODIFIED CATEGORY

AA	Sedan	60–70½
BB	Hardtop	63–65
CC	Convertible	63–65
DD	Utilities	60–67

MODIFIED CATEGORY

EE	Sedan	60–70½
FF	Hardtop	63–65
GG	Convertible	63–65
HH	Utilities	60–67
JJ	Pro/Comp	60–70½

CONCOURS MASTERS CATEGORY**

All	60–70½
-----	--------

MODIFIED MASTERS CATEGORY

All	60–70½
-----	--------

CONCOURS LITE MODIFIED

All	60–70½
-----	--------

** The Concours Masters and the Modified Masters categories are non-voting categories. All pre-registered entries receive an Appreciation Award. The Concours Masters Category will consist of the winning Falcon from the “Best Stock Award” in any of the **three** previous FCA National **Conventions Meets**. The Modified Masters Category will consist of the winning Falcon from the “Best Modified Award” in any of the three previous FCA National Conventions.

HEAD TECH ADVISOR

Bruce Wolfe
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Grantville, PA 17028-8232
717-469-7252
afutura@verizon.net

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Bonnie Stringer
322 Jeff Davis, Waveland, MS
39576
228-493-2029
FalconClub@aol.com

1961

John Leverance
W318 S6658 Schnitzler Rd
Mukwonago, WI 53149
414-840-8229
Leverance5@aol.com

1962

Joe Tatti
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Burlington, Ontario L7P 1X9
905-335-2834
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1963

Jim Simmons
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jim@modestojim.net

Vic Falcone
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518-355-7756
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Jerry Kratz
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215-699-2456
kpauto@aol.com

CONVERTIBLE

James Cole
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Dawsonville, GA 30534-0033
404-427-8998
(no email)

HT & SEDAN

Richard E. Alyea
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405-789-6592
(no email)

1964/1965 STATION WAGON

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falcon@hypermips.com

1965

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913-381-5679
(no email)

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Austin, TX 78749
scspringer65@gmail.com

1966

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602 N. Harrison
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pwwrrn@cebridge.net
913-592-3571

Garry Leanhart
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H 281-265-3301
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gleanhart1948@gmail.com

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25308 Arroyo Ct
Caldwell, ID 83607
208-453-9800
paul@moderndriveline.com

1968

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Kansas City, MO 64129
816-353-3084
(no email)

Bob Karpenko
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1969

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937-216-4721
falconbill@woh.rr.com

1970/1970½

Merl Hayn
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shaynfamily@aol.com

1961-67 ECONOLINE/CLUB WAGON

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 starting in February.

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 Mid America Chapter Falcon Club of America

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Keystone@FordFalcon.org.
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Meet first Thursday monthly, 7:30 PM, Mar–Nov
Benny's Rod & Custom Pizza Café
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gitanesteel@yahoo.com
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Please see Facebook page, Monterey Bay
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RIVER CITY FALCONS SACRAMENTO, CALIFORNIA

Chapter is currently inactive

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Al Aiello
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futura@sbcglobal.net
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SonomaCountyFalcons/](https://www.facebook.com/SonomaCountyFalcons/)
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mail@falconclub.com

FALCONS FOR SALE



1965 Ford Falcon Sprint Convertible, selling due to space restrictions. It has been restored from the ground up three years ago and it ready for summer cruising. The engine is a 302, transmissions is three speed manual. Pretty much everything is new and runs great. This is a rare model as only 300 were built in 1965. Asking \$24,995 and it can be driven anywhere or I can deliver. Contact David Newton, 1671 W 2000 S, Syracuse, Utah, email at amypooski@yahoo or call/text at 801-66-7239. 220301



1965 Futura Hardtop Restomod, professionally built 289 with forged pistons, big valve heads, Erson cam, F4B intake, Holley Street Dominator carb, Hedman tri-Ys, 2.5 inch exhaust. Performance Automatic AOD, eight-inch T-lok 3.80 geared rear. Shelby-ized suspension with lowered A-arms, 370 lb/in front springs, reinforced upper and lower arms, Borgeson integral PS. 22 gal gas tank AND much more! \$20,000. Mike Garrett, msgarrett35@msn.com, 301-803-0433. 220212

1965 Futura Convertible, unrestored. Ivy Gold with NO rust; the paint has been touched up. Engine and transmission rebuilt at 8,000 or 10,000 miles, eight-inch rear-end. 200 I6 with Weber 38/38 two barrel carb, cam, electronic ignition SS header, custom timing chain, late modal head that has been machined to mount the carb correctly, 9.8 compression, recent front end work, power steering, I have most of the stuff for A/C. \$19,000. Phone 913-526-6343. KS. 220414



1964 Falcon Sprint Convertible, four-speed manual with 289 CID, four-barrel Holly. Completely restored, runs great, no ps, pb, pw—just like it was in 1964! \$40,000. Roger Michaud, 207-944-1777. FL. 220299



1963 Falcon red convertible. Mustang 302 engine, standard shift, recent renovation. Show car in 7/09 National Falcon News. \$15,000 OBO. gallopbill@gmail.com. 220322



1960 Fordor Sedan with 19,750 actual miles! ALL ORIGINAL (still has luggage protectors in trunk!) Arizona car until 2020. Rust free three-owner car with 144 cubic inch, three-speed manual. View commercial at <https://youtube/rye3-2DjIDY>. This car is a true time capsule in every respect. \$12,000 OBO. Bryce, 918-688-9178. 220210

PARTS FOR SALE

Power steering unit to fit 1964 Ford Falcon 289 or 302. V8, two P/S pumps, two bracket assemblies, complete under car steering system (tie rods, adjuster sleeves, center link, control valve, slave cyl. and slave cyl. bracket to frame. Have over \$1,200 invested. Yours for \$1,000. Ron McClelland, 909 Palm Forest Ln., Minneola, FL 34715. 220499

1962-63 Falcon/Ranchero front bumper \$25. 1960-63 Falcon/Ranchero rear bumper with brackets and license plate light, \$150. Two 13" X 4½" five lug 4½" bolt circle wheel, \$70. 1965 289: crankshaft, \$150; valve covers, \$60 NOS piston and wrist pin C5OE-6108-AF, \$15. 1967 289 distributor cast #C7OF-12127-B; date 7F30, \$75. 1967 289 exhaust manifolds, \$150. NOS 302 piston and wrist pin C8OZ-6108-A, \$15. 351C 4BL Exhaust manifolds, one pair, \$450. 351C A/C bracket D0ZA-2882-C, \$100. 351C engine bracket D0OE-10145-A, \$75. 351C engine bracket D1AA-2A964-AA, \$125. 351C engine bracket D0AE-OAO17-DA, \$75. Lots more 351 Cleveland parts! 390 tri-power set up, \$2,500. 1966 428 short block with CJ rods cast #C7AE-B \$2,800. 1967 GT 390 motor, \$3,500. 1971

429 CJ four-bolt main short block, \$4,000. 1965 289 Hi Po aluminum water pump: cast #C5AE-8505D, \$400. CARTER fuel pump: cast #3939, date 5H5A, \$350. 1968-70 428 CJ / SCJ parts and 429 CJ parts. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 220421

Center console for '63 Falcon two-door Hardtop, Rangoon Red in very nice condition. Does NOT have the insert but can supply and install it for additional cost. Set of NEW front coil springs for '64 Falcon Sprint V8 convertible. Purchased in the late 70s but never installed. Early Edelbrock dual quad intake manifold for small block Ford. Just removed and has no issues. Please contact Stan at sjbetark@comcast.net for additional info. NJ. 220306

Parting '60-'65 Falcons. 15 year collection! Good sheet metal, lots of trim, mechanical parts, etc. Call Steve, 360-430-0143. Thanx for driving a Falcon! WA. 220418

1968-69 Ford chrome GT wheels Barn Find: five wheels, four plain caps, four trims rings, very nice driver quality, clean/straight rims, small road rash in the chrome, no pits/blisters, need paint/clean-up: \$595 plus shipping. 1960-65 Falcon/Comet radios, good looking, tested and working, \$150-\$250. each. 1960-66 Falcon seatbelts, OEM and period aftermarket, many colors/condition levels; getting hard to find, \$60-\$300 per set; four lug 14" wheels, \$75 each, set of five, \$350. Four-lug 13" wheels, \$25 each, or five for \$110. Five-lug 13" wheels, \$75 each or five for \$350. Five-lug 14" wheels, \$75 each, set of five for \$350. 14" Falcon wire hubcaps (small spinners): #4 driver quality to #1 top condition \$175-\$550, set of four. 14" Galaxie wire hubcaps, (large spinners): #4 driver quality to #1 top condition \$175-\$550, set of four. 1960-61 trunk locks (3): good driver quality to near mint, new keys/locks,

vintage bezels, \$100–\$150 each; 1960–67 Falcon station wagon tailgate cranks, driver quality to NOS, w/ keys/working, \$225–\$500 each. 1960–61 grilles: driver quality to NOS, \$75–\$350. Dagenham four-speed bellhousing/ clutch fork, \$75; Complete working Dagenham four shifter, used, \$395. T-10 four-speed, complete and working, buildable, narrow pattern \$495; with complete shifter and trans mount, \$695, with pedals, four-speed column, bellhousing, starter and clutch, \$1,195. 1964 five-bolt C-4 complete w/ starter, dust covers, torque converter and Falcon tailshaft housing; came from a 80K mile '64 Fairlane, \$495. NOS 1965 grille, headlight doors and emblem, \$2,500. 1964–65 NOS remote control mirror w/matching NOS right side mirror, \$550. "Driver" Quality grilles: 1962, 1964–66, +1968–70, \$100–\$300 depending on condition. 1960–61 Comet dash clusters, nice condition, (2) available, \$225 ea.; 1962–63 Comet gauge cluster, two available: one "driver" chrome, needs restored \$150; one much nicer looks complete, \$250. 1966–70 NOS cigarette lighter elements, four, \$60 each. 1966 Ranchero sheet metal: three sets of doors, ('66 Ranch only), \$150–\$400 each, three tailgates, \$200–\$500 each, stick shift pedal assemblies, \$250. Three '66 Ranchero only rear bumpers, OK driver quality to good cores, \$150–\$300, '66 Rancho rear bumper brackets, \$100 a pair; cowl grille covers, \$75 ea.; '66 Ranchero bed trim, two complete sets: one drilled for bed cover, one stock, \$350–\$500; lots of small parts for '66 Ranchero: dash assemblies, dash parts, visors, brackets, emblems, etc.; call/email with your needs. '68–70 LR taillight surround, excellent used condition, \$95. '68–70 taillight lens, excellent used condition, \$50. 1970½ Falcon/Torino parts: front bumper, excellent used condition, \$325; bumper brackets for the same \$200; front bumper rock shield, three pieces, needs some work, \$125. L/R front fenders, near perfect, \$300 each; excellent hood \$300; speedometer, gauges, bezel, shows 28K miles, \$100. We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. All prices are plus shipping. Email lenkellogg@lpbroadband.net, call 970-593-1964, or visit us at kelloggsgarage.com. CO. 220121

PARTS WANTED

Idler pulley C3AZ 8678-B. Fits '63–64 Ford, Fairlane, and Falcon with factory air and 221, 260, or 289 V8s. Back of pulley could be marked C0AE 8A618-A. Base approximately 2 13/16" x 3 13/16", approximately center mount. Jim Elliott, 225-343-6900, jim_celliotbellsouth.net; 2230 Oleander St., Baton Rouge, LA 70806. 220499

WANTED: 289 Hi Po San Jose built four-speed radiator; top tank is stamped: C4ZE W-MO G2 2-65.

3939-S fuel pump, I am looking for Feb. 1965 date code. My car was built on March 24th, 1965 at the San Jose, CA plant. Carburetors for FE engines: part numbers on air horn C8AF-AD, C8OF-AB & C8OF-AA; also D0OF-S for 385 series engine. FE distributors: part numbers on housing C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition, either used or NOS. Keith Litteken, 6274 Rocky Grove, Cedar Hill MO 63016, 314-480-2556 or kslitteken@aol.com. 220421

1963 Ford Falcon driver's side horn. 1963 Falcon fuse block, with or without headlight switch. Must be in good condition and include 14417A fuse clips with female terminals as used for connecting the radio terminal, turn signal and back-up light terminal and heater terminal. Please contact Joe by telephone at 985-317-7630 or via email address joevitale3@charter.net. 220414

TO PLACE A CLASSIFIED AD

- Please include item info and price, your name, location and FCA number. Try to limit your ad to 50 words. Ads will be edited as needed.
- Ads will run for minimum of two months and must be resubmitted monthly after that. Ads must be received by email by the 10th of the month before publication. For example, August 10 is the deadline for the September issue.
- FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.
- Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad. For those sent by mail, ads and photos with payments should be sent to: Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Make all checks payable to Falcon Club of America. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. The Falcon Club of America reserves the right to refuse advertising from any person or business or individual. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. FCA reserves the right to refuse advertising from any person or business.

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UPCOMING EVENTS

July 14–16, 2022
FCA National Meet
Kingsport, Tennessee
Hosted by the Falcon Club of America

August 19–20, 2022
Northeast Regional
Warwick, Rhode Island
Hosted by the Northeast Chapter

September 23-25, 2022
Keystone Regional
Bethel, Pennsylvania
Hosted by the Keystone Chapter
<https://fordfalcon.org/events/2022-keystone-regional/>

More to come...

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to editor@falconclub.com and admin@falconclub.com.

**Northeast Chapter
Falcon CLUB OF AMERICA**

**PRESENTS THE 23rd ANNUAL
REGIONAL FALCON MEET**

*August 19 & 20, 2022 at the Crowne Plaza Hotel
801 Greenwich Ave., Warwick, RI 02886*

Meet and Banquet Registration Form

Name: _____ **Spouse/Guest:** _____

Address: _____ **City:** _____

State: _____ **Zip:** _____ **Phone: ()** _____

Falcon Registration Information

Vehicle Year: _____ **Model:** _____ **Body Style:** _____

Color: _____ **Engine:** _____ **Stock:** _____ **Lt. Mod.** _____ **Modified** _____

Falcon Registration Fee: \$20.00

1 @ \$ _____

or Special Daily Driver Class: \$15.00

1 @ \$ _____

Banquet: Saturday August 20, 2022 at 6:00 pm _____ **@ \$40.00 \$** _____.

Stuffed Boneless Chicken Breast # _____ **Baked Scrod #** _____

VENDOR SPACE FEE: \$20.00

1 @ \$ _____

T-Shirts: Sm. _____ **Med.** _____ **Lg.** _____ **X-Lg.** _____ **XX-Lg.** _____

Sm., Med., Lg., X-Lg., \$20.00 each **XX-Lg. \$22.00 each** **\$** _____

Total Falcon Registration, T-shirts & Banquet Amount: **\$** _____

*For Hotel registrations call the Crowne Plaza Hotel at 401-732-6000 Group Code **FAL**
Room rates are \$135.00 plus tax per night guaranteed until July 19, 2022
You must mention Falcon Club Show when making your reservations.*

*Send this form and remittance payable to: **Northeast Chapter FCA,**
c/o Cristine Bowes, 552 Franklin Road, Coventry, RI 02816*

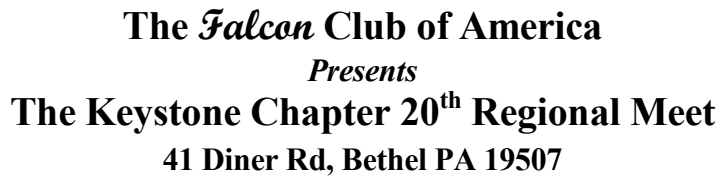
For more information, contact Cristine Bowes at (401) 529-2622 or falconsprint@aol.com

WAIVER OF LIABILITY

I agree not to hold the Northeast Chapter, the Falcon Club of America, or the Crowne Plaza Hotel responsible for losses, damages, or injuries while at this Convention.

Print Name

Sign Name



Bethel, Pennsylvania September 23 – 24, 2022

Name _____ Spouse/Guest _____

Address _____ Email Address _____

City _____ State _____ Zip _____

Phone # () FCA # Local Chapter(s)

Location: **Quality Inn**, Bethel PA \$80.00 + tax per night 717-933-8888 717-933-9845
(Mention: The *Falcon* Club Room Block for special room rate in effect until August 24th)

Falcons:

Categories:	Pure Stock	Light Modified	Heavy Modified	Rough Driver		
Body styles:	Sedan Hardtop	Convertible	Sports Coupe	Ranchero	Station Wagon	Sedan Delivery
Models:	Standard	Deluxe	Futura	Sprint	Squire	

Car #1:	Year	Category	Body Style
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Model	Number of Doors	Color
Model A	2	Red
Model B	4	Blue
Model C	6	Green
Model D	8	Yellow
Model E	10	Purple

Car #2: Year Category Body Style_____

Model	Number of Doors	Color
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First Car:	Before August 24 th	\$22.00
	After August 24 th	\$27.00

Additional Cars:	Before August 24 th	\$15.00
	After August 24 th	\$20.00

Without a Car:	(Anytime)	\$10.00
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Swap Space: (10 x 20) \$20.00 (1 **FREE** to Non-Commercial FCA members)

Banquet: Adult @ \$25.00 Child (11 and under) @ \$12.00 (2 & under free) _____

Keystone 2022 T-Shirts:	M	L	XL	\$22.00 each	
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2X \$24.00 each

Keystone 2022 Hats:	\$15.00 each
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Check payable to Keystone Chapter	Grand Total
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Send to: Virginia Servas, P. O. Box 10, Center Valley PA 18034-0010

Website: www.FordFalcon.org

Liability release must be signed to complete registration. It is understood that neither the Keystone Chapter of FCA nor The ***Falcon*** Club of America assume any responsibility for loss or damage to vehicle(s) or property during this event.

Signature _____ Date _____